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coincides with the maximum business activity. As a matter of fact, maximum traffic is reached several months after business begins to decline and hence cannot be used as a barometer in forecasting conditions (see *New York Annalist*, January 5, 1914). Bank clearings are held by him to be good indices of business, their main defect being that clearings do not include checks on the bank in which they are deposited.

The barest outlines of the subject of index numbers are given. It was undoubtedly a slip of the proofreader that makes the author say that the ratio of silver to gold "has become more nearly 10 to 1" (p. 320). However, the incorrect statement that "the check circulation is capable of indefinite increase at any moment" (p. 316) must be ascribed to the author.

WARREN M. PERSONS

COLORADO COLLEGE

My Life. By AUGUST BEBEL. Chicago: The University of Chicago Press, 1913. 8vo, pp. 343. \$2.00 net.

August Bebel died in the month of August, 1913. Two years before his death he had finished the second volume of his autobiography, *Aus meinem Leben*. In the preface to this he promised a third volume if fate gave him life and the necessary strength. So far, however, there has been no indication of his having found time to picture the *Heroenzeit* of his party before he was called by death from the leadership of the Socialist party of Germany.

Aus meinem Leben is an account of Bebel's life up to the year 1878, to the time of the *Sozialisten Gesetz*. The first volume gives a striking picture of his youth, his *Wanderjahre*, his interest in the working-man's movement, his connection with Lassalle and Liebknecht. The catastrophe of 1866 is vividly depicted, and Bebel's personal interest and labor in behalf of the trades-union movement is shown. In the second volume Bebel presents a mass of material relating to the von Schweitzer period; strikingly relates his ideas about the Franco-Prussian War; and describes his incarceration in the fortress, his life as a prisoner, his studies, and, in conclusion, his election to the Reichstag. Through both the volumes we find the man Bebel on every page. His personality permeates every event. We feel the love of the youth for his parents, and the fierceness of the agitator; we see the idealist, with his belief in the cause, and the tremendous worker for his fellow-Socialists. It is Bebel, the man, who is writing, just as he was talking to the masses.

The English edition called *My Life* is an altered version of the German

Aus meinem Leben. It is not a translation by any means. The headlines of the chapters are mostly the same, though some are changed and some left out. The 641 pages of the original are condensed to 336 much smaller pages. The maker of this version—no name is given—has simply taken the main thoughts of the original work and given them in his own words. The great events of Bebel's life are faithfully recorded; but there is no exact account of his life and labors, and many of the reprinted documents are missing. If the author of the English edition wished merely to bring the fundamental facts of Bebel's life before the general reader he has fulfilled his purpose. But the student of political, economic, and social development cannot be satisfied with this rendering of the work. He must consult the original.

HANS GRONOW

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Patomac Route to the West. By MRS. CORRA BACON-FOSTER.
Washington: Columbia Historical Society, 1912. 8vo, pp.
viii+267. \$3.00.

This book, which comprises a series of papers read by the author before the Columbia Historical Society, is divided into three parts. The first part deals with the incorporation of the Ohio Company and the establishment of the Nemaquin Trail as the first organized effort to reach the country west of the Alleghany Mountains and to control its trade for the Patomac route. The second part gives an account of the Patomac Company from the time of its organization in 1785 until it was taken over by the Chesapeake & Ohio Canal Company in 1828, and tells of its efforts to make the Patomac Route the leading outlet to the West. The last division is devoted to the letters of Colonel Charles Simms.

The style of this collection of papers is simple and pleasing with no effort at brilliancy. Writing of an early period whose sources of historical material are meager, the author shows rare genius in the body of facts she has collected and woven into her narrative. The second part is valuable for the side-lights it throws on (1) the jealousies existing in the colonies, and later in the states, over the western territory and its trade; (2) the difficulties attending canal and lock construction at a time when civil engineering was in its infancy; and (3) the public and private life of such men as Washington, Jefferson, Randolph, Franklin, and Morris. The last part is illustrative of the difficulties of land-holding west of the Alleghany Mountains on account of the conflicting